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PERTH PARKING MANAGEMENT ACT 1999

**PERTH PARKING POLICY
2012**

PERTH PARKING MANAGEMENT ACT 1999**PERTH PARKING POLICY 2012****1. INTRODUCTION**

This policy sets out the approach by the State Government, the City of Perth and other responsible planning authorities to the development and management of parking facilities that fall within the Perth Parking Management Area (PPMA). The original policy was developed in 1999 as a joint initiative by the State Government and the City of Perth and it continues to form an integral component of the broader planning framework for the city.

A revision to the original policy was completed in 2012 after consultation with stakeholders and the City of Perth in light of experience in the operation of the policy and significant proposed changes to city form and structure as a result of the commencement of major land use projects in the city centre.

The policy recognises that vehicular access to, from and within central Perth is a critical element in ensuring its continued economic and social viability. It also continues to recognise the need to preserve and enhance the city's environment. The policy aims to address these needs by supporting the provision of a balanced transport network in order to manage congestion and provide for the efficient operation of the transport network to, from and within the city centre.

This policy provides guidance to the State Government in exercising the powers conferred upon it by the *Perth Parking Management Act 1999* (the Act). It also provides guidance to responsible planning authorities, developers, owners and managers of parking about a framework for assessing applications for parking licences.

An important benefit of the policy is the framework it provides for assessing the likely impacts of proposed parking facilities in the broader context of transport and planning objectives for the city rather than assessing parking licence applications in isolation. This provides comprehensive and consistent criteria for dealing with applications for both redeveloped and new parking. This policy also provides a logical framework for evaluating community and transport benefits which proponents will need to demonstrate should they seek a tenant parking allowance above the maximum level established by the policy.

This policy may be amended from time to time by the Minister for Transport following consultation with the Minister for Planning, the Minister for Environment and the City of Perth as required by the Act and with other responsible planning authorities where appropriate.

The revenue raised through the licensing of parking spaces via the powers in the Act will be spent as required by the Act within the PPMA to give effect to this policy. Matters to be funded by the revenue include the Central Area Transit (CAT) bus system and improvements to that system, improving public transport access, enhancing the pedestrian environment, supporting bicycle access and other initiatives which support a balanced transport system to, from and within the PPMA.

2. TYPES OF PARKING THE POLICY APPLIES TO

The policy applies to all parking that occurs within the PPMA except parking for permanent residential purposes.

3. OBJECTIVES

The policy seeks to create a sustainable transport system via the management of parking in the following ways—

- Ensuring the continued economic and social vitality of central Perth;
- Improving accessibility to, from and within the central city, for all;
- Improving air quality and the physical environment of the central city;
- Limiting the growth of the emission of noxious gases and particulate matter;
- Reducing the impacts of vehicular traffic on urban form and amenity within central Perth;
- Encouraging the efficient use of existing parking facilities within central Perth;
- Providing a framework for the development of parking facilities within central Perth as part of a balanced movement system for the city;
- Ensuring that metropolitan wide movement and access is not compromised;

- Encouraging the location and design of off-street parking facilities so that they complement their surroundings and have minimal negative impact on the amenity of the surrounding area; and
- Encouraging the design and location of access points to off-street parking so that disruption to pedestrians and public transport is minimised.

4. PRINCIPLES

The policy will apply the following principles to parking in the PPMA—

- A range of parking facilities will be provided and managed having regard to the need to manage demand for private motor vehicle access to central Perth, the availability of public transport, the road capacity, traffic flow, land use and environmental conditions;
- In the heart of the city, pedestrians will have priority; surrounding the pedestrian heart, the emphasis will be on the provision of short term public parking. New long term public car parks must be located outside of the core central business district area and within the General Parking Zone;
- The maximum level of tenant parking will vary according to the category of street from which the parking facility is accessed and the nature of that access. The general principle is that the parking allowance is lower where access has greater detrimental impact on the movement of pedestrians and public transport;
- Parking facilities should complement their surroundings without causing undue disruption or loss of amenity to surrounding uses;
- Parking facilities for people with disabilities and for cyclists should be clearly designated and conveniently located.
- Tenant parking should only support the activity of the site on which it is located.
- Sufficient service vehicle bays should be included on-site to minimise the impact on the pedestrian environment.
- Parking must have appropriate planning approval to be licensed.
- Parking facilities for which appropriate approvals were obtained prior to the date of gazettal of this policy will continue to be licensed, but where an application to the relevant planning authority is made seeking approval for—
 - o a redevelopment, including alterations or additions to an existing building, structure or parking facility on the site;
 - o a change in the nature of use of any existing parking bays that is likely to result in an increase in peak period vehicle trips to or from the site; or
 - o an increase in the quantum of parking bays on the site;
 then the application will be assessed in accordance with the terms of this policy.
- Applications seeking approval for minor and/or cosmetic changes to an existing building, structure or parking facility on the site (such as an internal refurbishment or refit or a reconfiguration of parking bays) will not be assessed in terms of this policy.

5. AREA OF APPLICATION

This policy shall apply to the Perth Parking Management Area established by regulation under the *Perth Parking Management Act 1999*.

6. POLICY PROVISIONS

The provisions governing parking within the policy area break down into—

- Zones governing the provision of public parking;
- Maximum number of bays per hectare for tenant parking dependent on the category of the street from which access is taken and the nature of that access; and
- Criteria for the assessment of public parking facilities.

6.1 Public parking

In this policy, the following definitions are applied—

- **Public parking** means parking that is provided or offered to members of the public whether or not upon payment of a fee or subject to other condition, but does not include parking that involves the use of a reserved or dedicated parking bay.
- **Short-stay public parking bays** are those available to the public where at least 50% of vehicles stay less than four hours; and at least 90% stay less than 6 hours.
- **Long-stay public parking bays** are those available to the public for use without the time and vehicle turnover requirements applied to short-stay public parking.

6.1.1 Location of public parking facilities

This policy establishes three parking zones for public parking (see Figure 1)—

Pedestrian Priority Zone (PPZ)

Within this zone—

- New short-stay public parking may be permitted provided it does not require access from streets within the PPZ; it complies with the provisions of this policy; and it receives approval from the relevant planning authority(s).

- Where redevelopment takes place which affects existing parking, access from streets within the PPZ shall be eliminated wherever possible.
- All vehicle access and parking must limit its impact on the movement of pedestrians and public transport.
- New long-stay public parking will not be permitted.

Short-Stay Parking Zone (SPZ)

Within this zone—

- Public short-stay parking facilities may be permitted subject to compliance with the provisions of this policy and approval from the relevant planning authority(s).
- New long-stay public parking will not be permitted.

General Parking Zone (GPZ)

Within this zone—

- Public long-stay and short-stay parking may be permitted subject to compliance with the provisions of this policy and approval from the relevant planning authority(s).

6.2 Tenant parking

In this policy, **tenant parking** refers to all parking available on site for the exclusive use of tenants/occupants of that site and visitors to that site except parking for permanent residential purposes. Special Purpose bays, as referred to in Section 8.5, are not tenant bays and hence are not included in tenant bay calculations.

Tenant parking will be permitted within the PPMA subject to the limits set out in Table 1 below and the category of the street from which the proposed facilities will be accessed (refer to Figure 2). Any street not specifically identified on the map should be referred to the CEO of the Government Department with responsibility for administering the Perth Parking Policy for advice.

Tenant parking shall not be leased or otherwise made available to tenants, occupants, visitors or workers of other sites unless the responsible planning authority approves such leasing or use; or in the case of using vacant land or buildings, the approval is in line with Section 9.

6.2.1 Tenant parking allowances

In this policy, the following definitions are applied—

- **At grade access** is where vehicles cross over the public footpath to/from the onsite parking.
- **Integrated access** is where either—
 - o all vehicle access is off a Right of Way (ROW);
 - o all vehicle access to tenant parking on two or more lots utilise a shared entrance/exit arrangement; or
 - o in the proposed development there are less vehicle crossovers to the street than the number of lots (each a minimum of 250m²) and/or the previously approved existing number of vehicle crossovers being reduced as a result of the development.

Table 1: Tenant parking allowances.

Street Priority	Maximum Allowance (bays per 10,000m ² of site area)*1	
	At Grade Access	Integrated Access
Category 1	80 or replacement of existing, whichever is less*2	120 or replacement of existing, whichever is less*2
Category 2	100	150
Category 3	150	200
Category 4	200	250

Notes:

*1. Allowance of tenant bays will be rounded to the nearest whole number.

*2. 'Replacement of existing' will not be applied to developments on vacant land.

To support the principle that in the heart of the city pedestrians and public transport will have priority, it is the long term aim of this policy to reduce the number of parking bays which are accessed via higher priority streets (i.e., Category 1 and 2). When considering developments seeking to access parking from higher priority streets, account should be taken of—

- the need for pedestrian and public transport priority;
- current policy of the relevant planning authority regarding the use of such streets by particular modes;
- the overall number of bays accessed from each section of street;
- recent changes in numbers of parking spaces in the vicinity;
- whether there are alternatives for access; and
- the best outcome for pedestrian amenity and traffic impact.

6.2.2 Tenant parking exemptions

Redevelopment sites

Sites that undergo redevelopment must adhere to the tenant parking allowances in Table 1. An exemption to the tenant parking allowances in Table 1 may be considered when—

- the quantum of tenant parking prior to the redevelopment exceeds the maximum allowance;
- the nature of use of the existing parking and its infrastructure is remaining substantially unchanged; and
- the application has received planning approval from the relevant planning authority.

A request for an exemption will be evaluated against, but not limited to, the following criteria—

- i. The proposal includes significant balanced transport initiatives and it has been demonstrated that these will have considerable positive impacts on balanced transport outcomes primarily at peak times. This includes the provision of end of trip facilities well above the minimum requirement of the relevant planning authority; improved pedestrian amenity and facilities; and/or other initiatives that will improve the efficiency of the local transport network.
- ii. A Transport Impact Assessment, as described in Section 7.1, demonstrates that the proposed level of tenant parking facilities above the maximum allowance will have a negligible negative impact on pedestrian, public transport and traffic flows within the immediate area and on the primary approach routes to the site primarily at peak times.
- iii. There is an overall reduction of tenant parking from the original provision of the building being redeveloped.

When the proposed exemption will result in the quantum of tenant parking being not more than the quantum provided for in the next category down in Table 1 (e.g. Category 1 street assessed for a Category 2 allowance), the application may be assessed for its potential benefit and approved by the CEO of the Government Department with responsibility for administering the Perth Parking Policy.

When the proposed exemption will result in the number of tenant parking bays being more than the quantum provided for in the next category down in Table 1, the CEO may recommend the approval of the exemption to the Minister with responsibility for the Perth Parking Policy.

Special Control Areas

A historical exemption to allow licensing of the quantum of tenant car parking permitted under the Desirable Allowance and relevant street category of the Perth Parking Policy as gazetted on 16 July 1999 (refer to addendum 1) will be applied within a Special Control Area established under the City of Perth's City Planning Scheme, where—

- i. the parking is for a new or revised development proposal for the final stage(s) of a previously approved staged development within a Special Control Area; and
- ii. the first stage(s) of the development has substantially commenced (as determined by the City of Perth) or has been completed; and
- iii. where the application of the current tenant parking allowance would result in a lesser amount of tenant parking being allocated to the development proposed under 6.2 (i) above, compared to the previous development approval issued for the site.

7. EVALUATION OF PROPOSALS FOR PUBLIC PARKING FACILITIES

A guide to the information that planning authorities generally require to issue approval for public parking facilities is set out below.

The criteria listed should be considered as a guide in determining suitable locations for public parking facilities and are to be used as general policy guidelines and not to be interpreted or applied as prescriptive development standards.

7.1 Transport Impact Assessment

A Transport Impact Assessment is to be provided where a proposed new public parking facility, or alteration to an existing parking facility, is in the opinion of the relevant planning authority(s) of a magnitude, location or type that is likely to result in a significant impact on traffic generation/movement and parking within the locality. In the instance of major strategic projects, this may be referred to the CEO of the State Government department responsible for the administration of the Perth Parking Policy for comment.

The Western Australian Planning Commission's Transport Assessment Guidelines provide further guidance on Transport Impact Assessments.

7.2 Criteria for assessment

In considering an application for the development of public parking facilities within the PPMA, consideration should be given by the relevant planning authority(s) to the following matters as a minimum—

- (a) The proposed parking facility is to offer parking in accordance with the parking zone it is located within. For example, long stay public parking should be located in the General Parking Zone.
- (b) The potential positive impact that the proposed parking facility may have on the amenity of the local area, including—
 - i. The creation of active (commercial) street frontage.
 - ii. Allowing for higher density or more active development of land, for example mixed use of land that was formerly surface level car-park.

- (c) The proposed parking facility is in an area with a relatively low level of public transport access.
- (d) The level of impact the proposed parking facility would have on local traffic flows.
- (e) The level of impact that the operation of the parking facility would have on pedestrian movement in the vicinity of the facility including—
 - i. Preference for vehicle access to the facility from Category 3 or 4 streets; and
 - ii. Entrances and exits are rationalised.
- (f) Any other relevant matters.

7.3 Additional criteria for the assessment of long stay public parking facilities

In addition to the criteria above, long-stay public parking should also be subject to assessment against the following additional or expanded criteria with more favourable consideration where—

- (a) The proposed car-park has little net impact on long stay parking supply including—
 - i. The proposed parking is replacing existing long stay public parking in the vicinity;
 - ii. The proposed parking is consolidating existing parking in the vicinity into one location; or
 - iii. The new parking development is replacing a tenant parking allowance.
- (b) The new parking is being proposed in an area where there is a low provision of public parking.
- (c) The proposed car park is not located in the vicinity of high frequency public transport supply, for example there is not a train station within a 400 metre radius (measured from pedestrian entrance/exits).
- (d) The car park is to service a customer group whose public transport options are limited, for example, due to disability.
- (e) There is minimal impact of the facility on traffic flows within the area, including—
 - i. The car-park traffic will not create areas of congestion.
 - ii. There will be limited increase of vehicles per hour during peak periods on each of the major approach roads, for example, an increase of less than 100 vehicles per hour during peak periods.
 - iii. The entrance and exit points are located off side streets/right-of-ways, Category 3 or 4 streets, or shared access points.
- (f) The parking facility intercepts commuter traffic at the PPMA fringe.
- (g) Any other relevant matters, including—
 - i. The proposed car-park supports balanced transport outcomes such as catering for large numbers of bicycles or motorcycles, incentive programs for high occupancy vehicles or supports local developments that have, or will, reduce the supply of tenant parking.
 - ii. The proposal supports development that will contribute to the economic or social vibrancy of the area.

8. SPECIAL PROVISIONS

8.1 Residential parking

Under this policy, residential parking is considered to be parking that is used solely in conjunction with permanent residential uses. Special residential premises providing short-term or temporary accommodation including hotels, lodging houses, hostels and serviced apartments are not considered to be permanent residential parking and will be subject to the provisions of this policy.

Tenant and public parking facilities may be considered for licensing as residential parking subject to approval from the relevant planning authority(s). See Section 8.6 below.

8.2 Events parking

Land, including parks and reserves, may be used intermittently for parking vehicles in association with special events where it has been demonstrated that there is a requirement.

Events parking may be provided to address unforeseeable events such as public transport disruption; or in circumstances where it is expected that an event will create a spike in access and parking demand that cannot be accommodated by car parks in the vicinity or by existing or temporarily increased public transport provision. Events parking is only for the use of the event organiser, participants or patrons.

An application for events parking must receive approval from the relevant planning authority(s) and be consistent with the intent of this policy. Such bona fide event parking is otherwise exempt from the provisions of this policy.

8.3 Parking for people with disabilities

The percentage of ACROD bays required in a car park is specified by the Building Code of Australia (BCA). The BCA aligns with the Disability (Access to Premises—Buildings) Standards 2010 developed under the *Disability Discrimination Act 1992*.

ACROD bays are not counted in the calculation of tenant bays.

8.4 Motorcycle parking

It is recommended that motorcycle parking for tenant use should be provided, as a minimum, at a rate of 5% of the total tenant bays allowable under the Perth Parking Policy.

For new or redeveloped public parking facilities in the Pedestrian Priority, Short Stay and General Parking Zones, motor cycle parking provision is recommended to be at least 5% of all public spaces.

Parking spaces reserved exclusively for the use of motorcycles are not counted in the calculation of tenant bays.

Conversion of car bays to motorcycle bays will be supported.

8.5 Special purpose bays

The relevant planning authority(s) may require the on-site provision of parking reserved exclusively for the use of delivery and service vehicles, couriers, taxis, buses and coaches or any other specific use.

Special Purpose bays reserved exclusively for the use of service and delivery vehicles, couriers, taxis, buses and coaches are not tenant bays and hence are not counted in tenant bay calculations.

8.6 Combined and reciprocal parking

More than one type of parking may be licensed within a single parking facility. Where combined parking is proposed, the different types of parking must be clearly delineated and appropriately segregated. Details of how the different types of parking will be managed in compliance with the policy shall be submitted as part of any Parking Management Plan for the facility.

Reciprocal parking arrangements may also be licensed within a parking facility where different uses (such as office and residential) will generate parking demand at different times and where it can be demonstrated that this will result in the efficient use of parking resources and will support the objectives of this policy.

Reciprocal parking allows parking bays to be used for more than one type of parking over any given period. Where tenant parking is included in the reciprocal parking arrangements, the tenant parking allowances set out in Table 1 apply and bays will be licensed as such. Other parking types will be assessed on the basis of the predominant parking use and licensed as such. All parking types must comply with the relevant provisions of this policy.

A licence for a site where there is combined or reciprocal parking will be required to have developed and maintained an up to date Parking Management Plan. Refer to Section 10 below.

9. VACANT LAND AND BUILDINGS

Vacant land and buildings may not temporarily be used for car parking unless there is a need to accommodate parking that has been temporarily displaced from another site undergoing redevelopment. A licence for a temporary car park will be issued only where a planning approval has been issued for redevelopment of the site from which the parking will be relocated. No increase in the quantum of parking transferred from the site being redeveloped will be allowed. The intent of this measure is to facilitate the ongoing development and evolution of central Perth without negatively impacting on the transport network.

Planning approval is also required for the temporary car park. Such approvals will generally be for a period corresponding to the completion of the redevelopment, after which the temporary car park will immediately cease to operate, the site secured to prevent any unauthorised car parking and maintained in a clean and tidy condition from thereon. The site may be required to be upgraded to enhance the amenity of the locality to the satisfaction of the relevant planning authority(s).

It will be necessary for the operator of the parking facility to have developed and maintained an up to date Parking Management Plan to the satisfaction of the relevant planning authority(s). Refer to Section 10 below.

This parking will be subject to the same licensing requirements as the parking it is temporarily replacing.

10. PARKING MANAGEMENT PLANS

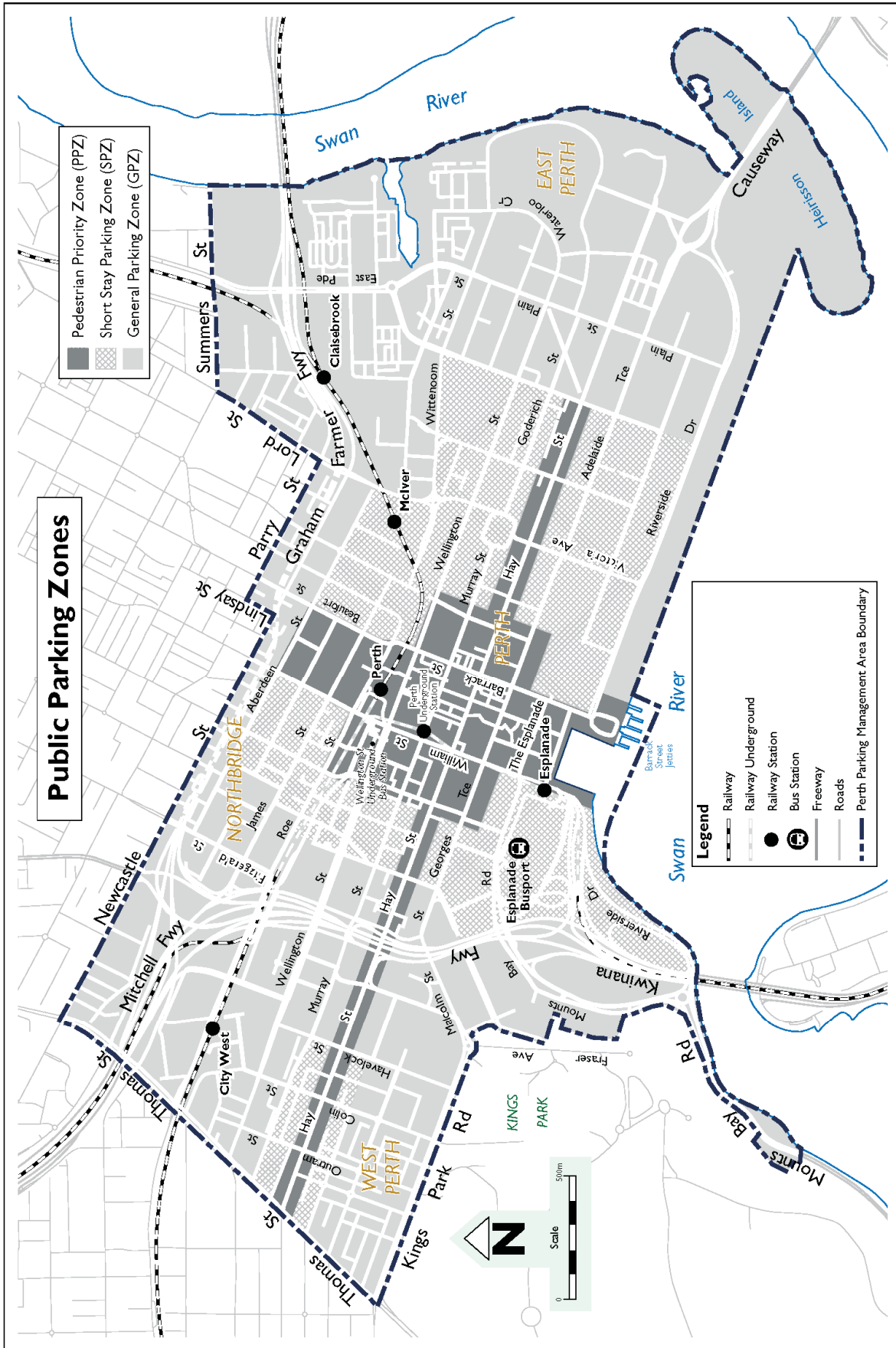
Applications for new or redeveloped parking, or for a change of use of car parking bays (for example, from tenant parking to public parking), will be required to be accompanied by a detailed Parking Management Plan.

The Parking Management Plan should describe how the onsite parking will be managed to ensure compliance with the Perth Parking Policy and may include, but not be limited to, the following matters—

- How will access to the facility be controlled?
- How will different types of parking within the facility be managed and controlled?
- What pricing structures will be imposed on public parking to reflect short stay or long stay parking restrictions?
- What methods will be used to police and enforce compliance with the relevant planning approval and the Perth Parking Policy?
- How will evidence be collected and reported to demonstrate compliance?
- What safety and security measures will be implemented to protect those using the facility and their property?

It will be necessary for the operator of the parking facility to maintain and implement an up to date Parking Management Plan that satisfies the relevant planning authority(s), where relevant, and the CEO responsible for the administration of the Perth Parking Policy.

Figure 2



Plan No: 9929606C_BW
 Date: 7 June 2012
 projectmapping@transport.wa.gov.au

ADDENDUM 1
Tenant car parking desirable allowance as gazetted on 16 July 1999

Street Priority	Desirable Allowance (bays per hectare)		
	At Grade Access	Integrated Access	Grade Separated Access
Category 1	Replace Existing	Replace Existing	Replace Existing
Category 2	100	200	200
Category 3	150	200	200
Category 4	200	300	300